BIG FOUR RAILWAY BLAMED

Report of the Illinois Legislative Committee on the Wann Disaster.

Officers of the Road Charged with Employing Incompetent Switchmen-What General Manager Kamsey Says About It.

Soon after the deplorable accident at Wann (Alton Junction) the Illinois Legislature appointed a committee to investigate the matter. The committee, from the very start, seemed bent on placing the responsibility of the disaster on the Big Four road; indeed, it was stated at the time the members were named that the chairman had decided views on the subject, and that they were against the railroad company. Yesterday the committee made a report to the House of Representatives that caused a lively discussion, and will, it is said, result in radical railroad legislation. The report

There was no element of accident in the killing of twenty-eight persons and maining of thirty-two, but the inevitable result of mismanagement of the road by its officers, showing an absolute disregard of the sanctity of human life and no reasonable precaution for the protection of property. At the time of the fatal collision the switches were in charge of one A. F. Gattan, a barber, who had been employed in the yards only twenty-four days, and no evidence shows that he ever had any railroad experience; and one John Ray, a farm laborer, who had been in the employ of the railroad company eighteen days in his lifetime; and that the keys to the main track switch No. 2 were put into the hands of Gattan by James Lyons, a man that had been in the employ of said road only twenty-four days, and that witnesses working in the yard at the time had to inquire each other's names while

The proof also shows that for the last two years the road has failed to keep any crews in said yards long enough for them to become competent to manage said yards properly, but changed its men so often that the crews were always composed of more green and incompetent men than anybody else, and many of them with-out sufficient mental ability to ever become competent; and that the management of the said yards made no reasonable effort to keep competent men, but showed a decided preference for green men until the yards became a kind of "kindergarten" for them, and they were put in charge of important places upon their second day of railroading, to the danger of all trains running through said yard.

Joseph Ramsey, jr., general manager of the Big Four system, was shown the above report last evening. In reply he said: Gattan worked four years as a switchman and trainman on various roads, and worked only about one month as a barber before taking service with the Big Four. This evidence the chairman of the investigating committee refused to permit us to introduce, and absolutely discharged our witness without our consent. Every man in our yard was a bright, quick-witted man-too much so to suit the chairman, The report does not say anything about three of the witnesses who had been employed in the Wann yard for eight years

"The committee would have no evidence except that which would tend to show the company at fault, and it buildozed and browbeat its own witnesses when their evidence was not as severely against the company as the chairman wished. The witnesses were even called liars, etc. No proceedings in the days of the Inquition could have been more unjust to the party on trial than the entire proceedings of the chairman of the committee. They became so outrageous that we had to let our witnesses go after trying to get in the evidence of three of them."

Dissatisfied Switchmen.

Vice President Springer, of the Atchison, Topeka & Santa Fe, received a dispatch yesterday from General Manager Robinson. at Topeka, Kan., stating that the switchmen employed by the company at that point had made a formal demand for an increase of wages. The switchmen at Topeka are paid 25 cents an hour and they ask that this be increased to 271/2 cents an hour. Mr. Robinson refused and it is probable that a strike will be the result.

The Chicago switchmen have not as yet presented their petition to the railroads. but it is understood that it is about completed. It is further reported that unless the new schedule proposed by them is adopted they will quit work April 1. Some of the more conservative of the men are trying hard to prevent a strike, but they will go out with the rest should a strike be ordered by the union men.

Promotions on the Pennsylvania. The following promotions of executive officers of the Pennsylvania railroad were announced yesterday: John P. Green was made second vice president, vice E. J. N. Dubarry, deceased; General Manager Chas. E. Pugh was made third vice president; S. N. Prevost, now general superintendent of transportation, was made general manager; J. P. Hutchinson, superintendent of the Maryland division of the Philadelphia, Wilmington & Baltimore railroad, was made general superintendent of transportation; Joseph T. Richards. now assistant chief engineer, was made engineer of maintenance of ways, a new of-

Personal, Local and General Notes. No contracts have been made for any parties to the world's fair yet. It is said that no contracts for large parties will be made. Edward Mansfield, brother of M. W. Mansfield, superintendent of the Indianapolis & Vincennes, is spending a day or two in the city.

E. A. Ford, general passenger agent of the Peppsylvania lines, and a party of friends, left on Monday night for Mexico, to be absent three weeks. The Merchants' Dispatch is sending into

this country some very substantial and well constructed refrigerator cars, built at the Buffalo car works. F. H. Mudd, general manager of the Live Poultry Transportation Company, was in

the city yesterday, calling on the heavier of the poultry shippers. The Missouri Pacific has earned since the

weeks of 1822 of \$71,000. V. T. Malott, chairman of the executive committee of the Chicago & Western Indiana, is in California. He will be absent until the middle of next month.

It being Washington's birthday the freight depots will be closed to-day, and the ticket offices, except at the Union Station, will close at 12 o'clock noon.

C. E. Shaft, general superintendent of the Peoria & Pekin, was in the city yesterday for a conference with the Peoria & Eastern and the Lake Erie & Western officials. The mother of George and John Rech, ticket agents of the Pennsylvania lines

(up-town office) is seriously ill, and her death is looked for within a short time. A number of railroads issued "valentines" this year as an advertising medium. The one issued by W. H. Fisher, general

Because Nature says so. Nature never lies. She says: "I impose the horrors of Consumption." She also says: "Behold, I give you the cure." The cure is at hand in

DR. SCHENCK'S PULMONIC-SYRUP,

the one compound of natural agents which tells with swiftest and strongest force on the lungs and their

Fifty - eight Years of Success | Orlando. have given it the reputation of a specific in lung affections, from the common cold to the direst Consump-

The Marvelous Discovery

fast became a recognized standard remedy, and is today the best proved agent for Colds, Coughs, Congestions, Inflammations, and Consumptions, in the

world. Dr. Schenck's Practical Treatise on Consumptioni Liver Complaint and Dyspepsia, mailed free on ap plication, Dr. J. H. Schenck & Son, Philadelphia, Pa

passenger agent of the C., H. V & T. bors "A Buckeye Girl" on the Buckeye Route. Oscar Murray, vice president and general manager of the Big Four lines on the re-

tirement of Joseph Ramsey, jr., is expected here this morning, to remain until 3 P. M. W. R. Busenbark, traffic manager of the Chicago & Great Western, was in the city yesterday, en route to Lookout mountain, where he will spend a month resting. His family accompanies him. Commencing yesterday the increase in the stone quarry business has necessitated

for the Monon railway people to put on an additional train between Bedford and Gosport to handle the stone shipments. G. W. Kittredge, chief engineer of the Big Four, was in the city yesterday. He states that the first important work to be done this spring is the laying of nine miles of additional side track between Cincinnati and Lafayette.

The Pennsylvania Company and the Vandalia have placed on sale round trip tickets to California points, going one way and returning another, good to return on within nine months, and the limit going enables the traveler to stop off.

John F. Miller, general superintendent of the Pennsylvania lines (Southwestern system), is in the city for the first time in several months. He says matters move along so smoothly on the Indianapolis division that he has no occasion to come to Indian apolis often.

In 1892 830,000 cars were transferred over the Belt road, and \$1,000 would cover all damages to equipment or track as a result of wrecks. Superintendent Whitcomb, with reason, has cause for being proud of the record, which is as well creditable to the several train dispatchers.

The increase in freight traffic over the Indianapolis and Chicago division of the Pennsylvania lines is shown in the statement that in 1892 there were received and forwarded at this point 7,640 more loaded cars than in 1891, and in five years the business of this division has nearly trebled.

The Louisville, New Albany & Chicago has the last two years made but little effort to secure coal traffic from Clay county for northern points, but when it receives its new cars this business will be given more attention. The Vandalia hauls the coal from Brazil to Greencastle Junction, where it turns it over to the Monon.

The Chicago & Alton carried 376, 107 more passengers in 1892 than were carried in 1891. Their increase in passenger earnings for 1892 was \$174,400.49 over 1891. The number of men employed is 5,372. A large number of passenger coaches and locomotives have been added during the year, preparing for an immense business during the world's

Hereafter the auditor's department of the Cincinnati, Hamilton & Dayton will look more closely after the accounts of the company's agents. Until the defaloation at Indianapolis was discovered, it had been so long since such dishonesty had been brought to light that the auditor's department felt that its agents were above suspi-

Assistant Grand Chief Youngson, of the Brotherhood of Locomotive Engineers, and Grand Chief Clark, of the Order of Railway Conductors, are in Americus, Ga. looking after the strike on the Savannah, Americus & Montgomery road. This road is in the hands of a receiver, who declines to advance wages without authority from the court.

The general freight agents of the roads in the Chicago and Onio River Traffic Association held their regular monthly meeting in this city yesterday, all roads in the association being represented. No questions of importance to shippers or roads outside of the association were up for consideration. The next meeting will be held in Cincinnati on March 23.

The announcement that J. Q. Van Winkle had accepted the position of general superintendent of the Big Four lines is a matter of much favorable comment, not only among the employes of the road, who know his excellent qualities, but with business men, who think it means that the old methods of doing business on the Big Four lines will be restored.

The business of the Big Four at Springfield, O., where the switchmen's strike has been on for several days, is moving along smoothly, new men having taken the places of the strikers. As this is the third time the striking switchmen at that point have been worsted, one of the officials thinks the strikers might as well abandon Springfield as tenable ground for striking

Jacob S. Rogers, the millionaire owner and president of the Rogers locomotive works, of Paterson, N. J., has retired from active management of the business. The business has been carried on under the name of the Rogers Locomotive Company, with a capital stock of \$3,000,000. Robert S. Hughes, formerly secretary, will be president of the new company. He holds the bulk of the stock.

Percy Charlton, son of General Passenger Agent Charlton, of the Chicago & Alton, made his professional debut as an actor in Portland, Ore., last Monday night, in a play entitled "The Poor of New York." He is a fine-looking, well-built young man of twenty. His parents were opposed to his adopting the stage as a profession, but he was determined to make a trial for histrionic honors, and his first appearance

was promising of great success. William R. McKeen, president of the Terre Haute & Indianapolis, who has been in the city for two or three days, returned home last night. In speaking of the finan-cial enarl the Philadelphia & Reading has drifted into, he said that it was pleasant to be the president of such a road as the Terre Haute & Indianapolis, where the stock could not be peddled about and the road forced into the hands of a receiver, but earned regular dividends and kept the stockholders in good humor.

During the present year the Terre Haute & Indianapolis road, between Indianapolis and Terre Haute, will be laid, where the rail is light, entirely with a heavy steel. Some portions of this seventy-three miles are laid with a good rail, but not of the weight they should be when the heavy traffic over this division is considered. "The fact is," says a railroad official, "that the Vandalia between Indianapolis and Terre Haute, and the Big Four between Indianapolis and Cincinnati, should be double tracked. There is no single track in the country over which business is heavier than over the ones named."

The appointment of Joseph Ramsey, jr., as vice president and general manager of the St. Louis Terminal Association is not a step backward. It is a deserved and 1st of January \$3,147,000, an increase over marked premotion, and one which Presi-the earnings of the corresponding six dent Ingalls, of the Big Four, had something to do with. It is well understood that with the retirement of Wm. Taussig Mr. Ramsey will become president of this association, which has a capital stock of \$40,000,000, all the roads running into St. Louis paying tribute to this association. Another thing which in-fluenced Mr. Ramsey in making the change was his health. His new duties, while as important, will not be so arduous as those connected with the general managership of the Big Four, which had begun to impair his health, he often not sleeping more than two hours of the twenty-four. In commenting on the absurd rumors which have been published that there was a good deal of friction between Vice President Murray and General Manager Ramsey, and for that reason Mr. Ramsey handed his resignation to Mr. Ingalls. Mr. Ramsey said the amusing part of it was that he had not yet handed in his resignation, but it was understood that he would retire from the Big Four April Mr. Murray, in speaking of the ugly feeling he is said to have against Mr. Ramsey, said that if he had any he must have laid it away in a very small envelope in the corner of some drawer.

Amateur Rosalind and Orlando. The Shaksperean play "As You Like It" will be produced next Saturday night, by a cast selected from the young ladges at the Girls' Classical School. The rendition will occur at the Propylaum. Miss Emily S. Bingham is general manager of the company of the cast and Mr. J. M. Bowles stage manager. Miss Pearl Adele Landers will essay the part of Rosalind and Miss Adelaide McNabb Rogers will carry the part of

Union Veteran Legion.

Encampment No. 80 of the Union Veteran Legion will banquet to-night at the Denison Hotel, and the event promises to be of more than usual social interest. A number of brilliant after-dinner speakers are down for toasts; also, several vocalists of note will assist in the exercises of the evening.

BILIOUSNESS, constipation, torpid liver, piles, cured by Dr. Miles's Nerve Pills. 50 doses 25c. Samples free. Bates House GROCERY INTERESTS.

Agreement of Wholesalers - Committee Confer with Parrott & Taggart.

The Merchants' Retail Commercial Association held its regular semi-monthly meeting at the Board of Trade last night, it being so large that the session was called to order in the large room. More than a hundred members were present, and it was a late hour before an adjournment was taken. In the absence of President Moore, Mr. Stuckmeyer was called to the chair to preside. The committee appointed at the last meeting to visit the wholesale grocers of the city reported the following agreement:

We, the undersigned, jobbers of Indianapolis, at the request of the committee appointed by the M. R. C. A., do hereby agree not to sell goods to keepers of boarding-houses or to private consumers, but to refer all such customers (should they call at our store) to the retail merchants of the city.

The agreement was signed by M. O'Connor & Co., A. B. Gates & Co., Severin. Ostermeyer & Co., Schnull & Co., McCune, Malott & Co., Syfers, McBride & Co., J. C. Perry & Co., Kothe, Wells & Baner, G. W. Stout, John L. Moore and Schrader Bros. It was ordered that each wholesale

merchant be supplied with a card, announcing the above to persons who might call for the accustomed purchase. This rule, it is understood, does not affect hotels and restaurants, but was made to apply to wholesale dealers in flour, also to millers and feed men. The following committee was appointed to confer with wholesale firms who sell flour to induce them to sign a like agreement: Messrs. Crouch, Myers, Jones, Conger and Mailard. A communication from South-side

grocerymen was the cause of considerable argument among the members. It narrated that there is great complaint from all South Side grocers that the Parrott & Taggart crackers are being cut to an unreasonable figure, and quite a number of the members of the association are suffering greatly from it. Can anything be done to help

Quite a heated discussion followed the reading, and it was the general sense that Parrott & Taggart should be asked to remove the cause of complaint. Several members boldly charged that the firm were selling to certain retail dealers under the established price and that they were also selling to consumers. One member desired to have the firm boycotted, and a general discussion was indulged in as to the best means of squaring matters to the satisfaction of all. It was finally decided to appoint a committee to confer with Parrott & Taggart, and to request them to refuse to sell to members of the association who are known to sell crackers at a less rate than 10 cents per pound, or three pounds for a quarter. The question of establishing a scale of prices on all estaple articles was agitated a considerable extent, but was

not definitely disposed of, it being the opinion of a majority of the members that the idea was not practicable from the fact that prices varied in different sections of the city. The committee appointed to look into the cracker war consists of Messrs. Cronch, Austin, Caffyn, Flaherty and Buddenbaum. A lengthy list of bad debtors was read by the secretary, and any member of the association violating the rules by crediting one of these persons is hable to a fine of \$20. As a precautionary measure the president warned the association against disposing of goods on purported orders from railroad companies.

LECTURES IN HIGHER LEARNING.

Terse Definition of Literary Criticism-Where Gethe and Schiller Differ.

Another large audience greeted Professor Bewey, at Plymonth Church, last night. He continued his discourse on the progress of thought in this century. Literary criticism, he said, means human interretation. No literary movement is an isolated thing. but always a part of a larger attempt by mankind to express itself. To interpret literature, we have to go outside of liter-' ature to politics, to religion, to the whole scientific and industrial tendency of a time. The great classic revival in Germany is no exception. We miss its point unless we regard Faust part of the same movement which gave birth to the French declaration of rights, to Kant's philosophy and to Darwin's theory of evolution. The characteristic of German thought, he continued, is that it turned inwards, not outwards. It sought the ideal of a free organized humanity, not in social institutions, but in the harmonious culture of all inner powers and feelings in art. Prof. Dewey proceeded to illustrate this by reference to Gethe and Schiller, showing how each of them escaped from their early storm and stress period, in which they were under the influence of Rousseau, by coming to the idea that in art there is found freedom which does not conflict with law and organization, but is the incorporation of law in a living, free individual form. He pointed out as the main difference between Gothe and Schiller that the former concefved of art especially as the culmination of pature, while the latter thought of it rather as the culmination of humanity. Both, however, agreed in the doctrine that art is the highest solvent of the problems of life known to man, since it does most to reconcile the oppositions of freedom and necessity. The lecturer closed by pointing out that while the great value of this current of thought was that it brought men to realize the high spiritual function of literature and art instead of looking at it as a mere amusement. Its defect was in setting off "art" as a little world by itself, thus limiting both its range of treatment and of persons who could participate in its privileges.

MRS. HABERLY'S LECTURE.

Great Italian Painter Raphael Subject of Discourse and Illustration.

Mrs. Frances M. Haberly gave the eighth lecture of her series on the subject of art. last evening, at the First Baptist Church. The lectures are given before the members of the Art Association, and any others who wish to attend, every two weeks. There was a lapse, however, in February, to allow for the loan exhibit at the Propylæum. The course was resumed last night. and will continue each alternate Tuesday evening until May 2, when the last will be given. Mrs. Haberly spoke of Raphael. She interestingly reviewed his childhood and surroundings, and showed in what points he resembled in his works the earlier influences of some of the most celebrated works of the time. By the stereopticon the portrait of Raphael and a number of his paintings were shown, and each was explained. The conditions of their being painted, the subjects, and where they now exist, were related, and in fancy each hearer might be in the actual presence of the painting. Mrs. Haberly's next subject will be "Correggio."

CITY NEWS NOTES.

Miss Adelaide Carman received a severe fall, Sunday, from the effects of which she is confined to the house. Right Reverend D. B. Knickerbacker,

Bishop of Indiana, will preach at St. George's Church, northwest corner of Church and Morris streets, at 7:30 o'clock to-night. The choir of the Third Christian Church, assisted by Miss Cora Abernathy and

Mesers. Clayton Tuttle and Walter Tuttle.

will give a Washington's birthday concert this evening at the church. J. F. Topping, a Panhandle brake man, while coupling cars in the east yards yesterday morning, had the thumb of his left hand mashed off. He was removed to his home. No 325 South Meridian street, by

Kregelo & Whitsett. Mutes Give an Entertainment.

Washington's birthday will be observed at the Institute for the Deaf and Dumb tonight, beginning at 8 o'clock. A programme has been arranged consisting of recitations, etc., by the pupils of the In-

stitution. Nine Licenses to Marry. Marriage licenses were issued yesterday to William A. Hans and Mary Eckert, Ben-

jamin F. Williams and Maggie Stewart, Philip J. Shaw and Cecilia Alice Thompson, James A. Swisher and Maud M. Surber, Horatio Brown and Addie Fellenzer, James N. Steele and Mary E. Surber, Charles W. Furnas and Addie P. Tincher, Joseph E. Lybrand and May Clark, Joseph Martin and Lizzie L. Holt.

AMERICANISM.

America's Civilization Means Development of Mind and Man's Environment.

The lecture of Rev. Frank Bristol, at Y. M. C. A. Hall, last night, was delivered to a large audience. The theme, "Americanism," was one well selected for the audience, who were for the most part the Americans pure and simple whom the speaker enlogized in his discourse. He attributed the success of America to the effects of Christianity, being founded, as it was, by persons who left their homes and native country for the sake of religious liberty, which he termed the only true liberty. "The history the nations of the past," the speaker said, "showed one central idea of civilization. The central idea of Jewish people was religion. About it they wrote; they worked for it; the one idea of their literature and their institutions was religion. The sole thought of the Roman citizen was the perfection of an ideal form of government. The development of the intellect was the absorbing theme of the Greek, and in Egypt it was material aggrandizement. It was this that produced the pyramids, the wonders of all modern times. America," he said, "has no central idea of civilization, but her institutions and literature include all of these, and to this is due her advancement and stability, as failure of the others was due to their civilization having been limited to a single idea of perfection." He spoke at some length upon the institutions of the United States, saying that the Constitution was the logical result of the founding of the new world. One of the greatest dangers to the of the country, he thought, lay in the misapprehension of the term by the foreigners who come by the thousands to this country annually and still retain their old world ideas. The lecture abounded in brilliant oratory, and was highly appreciated.

MISS EDWARDS REPORTED DEAD.

Phenomenal Young Evangelist Stricken Down with Brain Fever.

A special from Martinsville, last night, states that Miss Fannie Edwards, the fifteen-year-old evangelist, died last Sunday, in West Indianapolis, of pneumo-The Louisville papers authority for the statement that Miss Edwards died here on Sunday while in the midst of a big revival, but inquiry in West Indianapolis last night failed to verify the report. Some two months ago the young lady held a series of meetings at the Williams-street M. E. Church, in West Indianapolis, and returned about two weeks ago conduct a revival at Trinity Church, stopping with a family named Bailey. Before the time announced for her meetings to begin Miss Williams was stricken with brain fever and was taken to her home dangerously ill. Since leaving here nothing has been heard of her by her friends in this city. Her home was in Louisville.

CHINESE MUST REGISTER.

Geary Exclusion Law Goes Into Effect May 5, and Only Two Mongols Prepared.

Deputy Revenue Collector Eugene Saulcy says the local Chinamen are showing more of a disposition to conform to the requirements of the new exclusion law. Thus far eight of the sixty-five local Mongol residents have shown a willingness to comply with the law by filing their photographs and securing a certificate of residence previous to the passage of the statute. Of the eight, however, only two submitted photographs satisfactory to the law's provisions. These are Pang Ying and Hong Sing. The former is now in China, and is writing to know how he can come back. It will be necessary for him to send on and secure the certificate which will be due him on May 5. Mr. Saulcy believes there will be little trouble in Indianapolis over the law.

Awaiting a Higher Decision. Yesterday morning Attorney Dye, on behalf of the Big Four railroad, and Messra. Butler & Pickens, on behalf of the Pennavlvania system, appeared before the Supreme Court and secured an order staying proceedings in the tax cases recently decided, until such time as the cases can be heard in the Supreme Court of the United States, to which an appeal has been taken.

Honored Governor M'Kinley's Requisition. A requisition from Governor McKinley. of Ohio, was signed by Governor Matthews authorizing the capture of Arthur Davis. who is a fugitive from Greene county, Ohio. Davis is charged with the seduction, in July, 1892, of a Greene county girl. He fled shortly after the crime, and is thought to be on Indiana soil.

ITALY'S GRAND OLD MAN.

Pope Leo's Remarkable Display of Vigor During His Episcopal Jubilee.

Rome, Feb. 21,-The celebration of Pope Leo's episcopal jubilee continued to-day. and the city is brilliant with throngs of visitors and pilgrims from all quarters of the globe. The Pope gave a reception to the Armenian Patriarch, who presented letters of congratulation and gifts from the Sultan of Turkey. Afterward Cardinal Logue introduced the Irish pilgrims to the Pope. Bishop Francis MacCormick, of Galway and Kilmacduagh, read a Latin address trom Irish Catholics. Pope Leo read a reply in Latin. He thanked them in gracious terms for organizing the pilgrimage. He said that Irish faith, piety and devotion to the Vatican were always the same. In closing the pontiff exhorted the

pilgrims to persevere in their attachment to the church. Every day the pontiff devotes nine bours to the pilgrims and to receptions to other visitors, and shows no trace of fatigue in his features or bearing. He works long into the night. The other night, after the public labors of the day were over, a messenger, with documents of pressing importance, was sent to the Pope with orders to keep the papers until morning if his Holiness had retired to rest. It was then 11 o'clock, but the messenger was astonished to find his Holiness at work on his encyclical. Queen Victoria has telegraphed to the Pope: "I congratulate you upon complet-

ing the fifty years of your episcopate, and wish you health and happiness."

France Given One Month's Grace,

Paris, Feb. 21 .- M. Develle, Minister of Foreign Affairs, to-day informed the Cabinet that the President of Colombia had extended the concession to the Panama Canal Company for one month from Feb. 28, 1893, when the concession would otherwise expire. It is reported that this short extension had been secured only with considerable difficulty, and was granted for the purpose of enabling those interested in the canal company to give some substantial evidence of ability and purpose to continne the work. Unless that evidence is forthcoming the Republic of Colombia

forthwith of the canal property. Protest from Irish Orangemen.

will be prepared to enter into possession

LONDON, Feb. 21.-The Grand Orange Lodge of Belfast has sent out a vehement manifesto against Mr. Gladstone's homerule bill. The manifesto demands either union with Great Britain or complete separation from Great Britain. "We will accept the latter," says the manifesto, "sorrowfully, but courageously, as the only alternative left to a deserted and betrayed

people, but we would resist to the death any attempt to force upon us a bastard combination of the two." The manifesto names March 2 as the date of a great Unionist demonstration in Ulster Hall, where the men of Ulster will formally declare their uncompromising opposition to the home-rule bill. The manifesto closes with the exhortation that the Unionists avoid all action calculated to cause disorder, and thus "likely to betray them into the hands of the historic fees."

The Infanta Eulalie. Madrid. Feb. 21.-The Infanta Eulalie, who will represent Queen Regent Christiana at the Chicago Columbian Exhibition, and her husband, Prince Antoine, who will accompany her to America, are already making their preparations for the journey. A small court of grandees will

accompany the representative of the Queen The Infanta Eulalie, who is the aunt of the youthful King of Spain, is the most charming member of the Spanish royal family. Lately her health has been delicate, and it is whispered that she is suffering with consumption. It is hoped that a sea voyage and a change of climate will prove beneficial to her. Formerly she was the merriest of the Spanish Infantas, but since her marriage to Prince Antoine, which occurred in 1886, when she was twenty-two years old, she has fallen into a state of settled melancholy. The marriage was an unhappy one. Prince Antoine is dull and uninteresting, and is not held in high favor anywhere. He is the son of Prince Antoine of Orleans, Duke Montpensier.

Cable Notes.

Mr. and Mrs. Gladstone were entertained by Queen Victoria, at Windsor, yesterday. They will return to London to-day. In consequence of the destruction of crops by frost last summer, famine and

disease are now prevalent throughout Fin-

Mrs. Lilly Langtry is being subjected to ten days quarantine at Maita, on the ground that Marseilles, from which her yacht sailed, is an infected port. Mr. Mundella, president of the British Board of Trade, has decided to send David Schloss and William Barnett to the United States to examine and report on the ques-

Mail advices from Cape Palmas, on the Liberian coast, state that the feuds of the natives at Rocktown culminated, on Jan. 26, in a battle, in which forty natives were killed and two wounded.

tion of stopping the immigration of pauper

IN CHARGE OF THE READING.

The Receivers Now Managing the Company's Affairs-Wages to Be Paid.

PHILADELPHIA, Feb. 21.-Judge Edward M. Paxson, A. A. McLeod and E. P. Wilbur, the receivers of the Philadelphia & Reading road and the Philadelphia & Reading Coal and Iron Company, met at the general offices of the company this morning and went over the affairs of the concerns. This afternoon Mr. McLeod said: "Outside of ratifying the deal with the Finance Committee of Pennsylvania, we did nothing of an important of definite character. We expect to get down to business by Thursday, when we will probably make some

official announcement." A circular signed by three receivers was issued stating that they have taken possession of the property and effects of the Reading railroad and Coal and Iron companies, and that the business of both will be conducted by the receivers and all officials, agents and employes of the companies will be continued in their positions. All overdue wages will be paid in cash. The pay cars will start from here Thursday morning. It is reported here that one of the first moves contemplated by the receivers is the wiping out of the preference bonds. It is said that the first Reading loan, the one which brought about the trouble last week, was called by the Farmers' and Mechanics' National Bank of this paid. Other loans were then called, and the company could not respond.

Receivers Appointed at New York. NEW YORK, Feb. 21.-There was another e xeiting session of the Stock Exchange today, and many shares of Reading changed hands. The visitors' gallery was crowded with persons eager to see the antics of the brokers. "What are they doing?" asked a lady of her broker escort, as she pointed to the gesticulating mob. "Selling Reading," he answered.

"But they can't sell unless someone buya.

Who is buying," she persisted. "That is just why they are all trying to find out, and what no one knows," was the broker's laughing answer, and it sized up the situation to some extent. In the United State Circuit Court, this

afternoon, Judge Wailace, on the petition

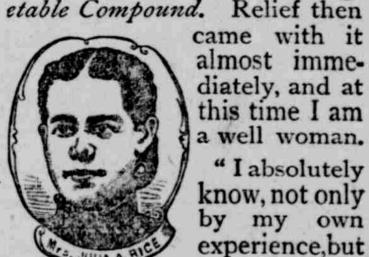
of Thomas C. Platt, appointed Archibald McLeod, Edward M. Paxson and E. P. Wilbur receivers for the Reading railroad within the jurisdiction of the Southern District Court of New York. The receivers are the same as were appointed in Philadelphia yesterday. Each receiver qualified in surities to the amount of \$100,000. Mr. McLeod still claims that he and his friends hold a controlling interest in the New York & New England, and will depose the Parsons management on March 14. He approunces that the disaster that has befallen the Reading company through his ambitious schenes will not deter him from the attempt to carry out his plans in New England territory. Mr. Parsons refuses to discuss the subject, and the truth will not be known until the transfer books of the New England road are closed.

COMMERCIAL travelers invariably provide themselves with Dr. Bull's Cough Syrup.

"I suffered 8 years

"From woman's early trou-

"I could find no permanent relief until, one year ago, I tried Lydia E. Pinkham's Vegetable Compound. Relief then



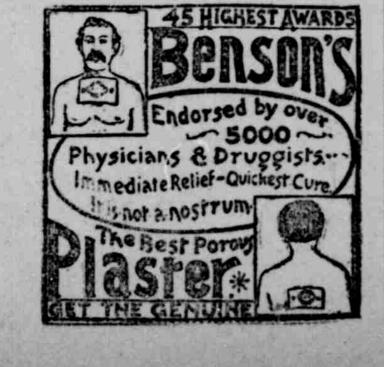
almost immediately, and at this time I am a well woman. "I absolutely know, not only

by my own experience, but by others also,

that this is a harmless and sure remedy for: -"Irregularity, suppressed or

painful menstruations, weakness of the stomach, sick headache, and female complaints generally. There is no need of so much female suffering. Here is the remedy. It is wicked not to accept the relief it will bring." - Mrs. J. A. Rice, Florence, Ky.

All druggists sell it. Address in confidence, LYDIA E. PINKHAM MED. Co., LYNN, MASS. Mrs. Pinkham's Liver Pills, 25 cents.



Two Stepping Stones

to consumption are ailments we often deem trivial-a cold and a cough. Consumption thus acquired is rightly termed "Consumption from neglect."

not only stops a cold but it is remarkably successful where the cough has become deep seated.

Scott's Emulsion is the richest of fat-foods yet the easiest fat-food to take. It arrests waste and builds up healthy flesh.

Prepared by Scott & Bowne, N. Y. All druggist



Makes an every-day convenience of an old-time luxury. Pure and wholesome. Prepared with scrupulous care. Highest award at all Pure Food Expositions. Each package makes two large pies. Avoid imitations—and insist on having the NONE SUCH brand. MERRELL & SOULE, Syracuse, N. Y.

NDIANAPOLIS, 1 ECATUR & SPRINGFIELD Railway Company.
TRUSTEES' SALE. Notice is hereby given, that, in pursuance of a judgment duly rendered and entered by the Superior Court of the county of Marion, in the State of Indiana, at a regular term of said court, held on the 23d day of June, 1891, in a certain suit then pending in said court, wherein we, the undersigned, Benjamin Aymar Sands and Robert B. F. Peirce, trustees, were plaintiffs, and the Indianapolis, Decatur & Springfield Railway Company and others were defendants, and also by virtue of, and under the power and authority vested in us, the said Benjamia Aymar Sands and Bobert B. F. Peirce, as substituted trustees under a certain indenture of mortgage bearing date the 31st day of December, in the year 187 made by the Indianapolis, Decatur & Springfield Railway Company to James Emott and John J. Crane, as trustees, we, the undersigned, substituted trustees under the said mortgage in the place and stead of said Emott and Crane, and the special masment, will expose for sale at public auction to the highest bidder, on Wednesday, the third day of May, 1893, at 12 o'clock, at the New York real estate sales. room, No. 111 Broadway, in the city of New York, at the auction stand of Smyth & Ryan, all the railroad's estate, real and personal, corporate rights and franchises, and premises conveyed and transferred by the said hereinabove mentioned mortgage, or intended so to be, that is to say, the line of railway formerly of the Indianapolis, Decatur & Springfield Railway Company, described in such mortgage as follows All and singular its railroad or railway constructed or to be constructed in the States of Indiana and Hilinois, and being then known and designated as the Indianapolis, Decatur & Springfield railway (and formerly known and designated as the Indiana and Illinois Central Railway), as the same was then constructed or thereafter should be constructed, extending from the city of Indianapolis, State of Indiana, to the city of Decatur, State of Illinois, to constitute, when completed, a continuous line of railroad one hundred and fifty-two miles in length; and also all the real estate owned by said company, wherever the same might be situated, and all branches, extensions, sidings and turnouts of the said railway then belonging to or which might thereafter be constructed or acquired by it between Indianapolis and Decatur as aforesaid, and all lands, right of way, rails, bridges, tracks, wharves, fences, viaducts, culverts, houses, workshops, machinery, stations, offices, depots, depot grounds, engine houses, buildings, improvements,

tenements and hereditaments then owned or thereafter to be acquired by the said railway company, its successors or assigns, for the construction, operation and management of the said railroad between Indianapolis and Decatur as aforesaid, and all the rolling stock, locomotives, tenders, cars and equip-ments, machinery, tools, implements and materials and all and singular the personal property of every kind, nature and description belonging to the said Indianapolis, Decatur & Springfield Railway Com-pany, and then or thereafter in use or intended for use upon the said railroad, or in connection with the proper equipment and operation of the same; and also all and singular the corporate rights, powers, privi-leges and franchises of the said Indianapolis, Decaure & pringfield Railway Company, then owned and possessed or which might be thereafter acquired for the construction, maintenance and operation of said railroad, or connected with or relating to the same; and also all streets, ways, alleys, passages, waters, water courses, easements, rights, liberties, privileges, hereditaments and appartenances whatsoever, unto any of the mortgaged premises and estates belonging and appertaining or to belong and to appertain and the reversion and reversions, remainder and remainders, rents, issues and profits thereof, and all the estate, right, title, interest, claim and demand of every kind or nature whatsoever of the said Indianance of th apolis, Decatur & Springheld Railway Company, as well at law as in equity, of, to and to the same and every part and parcel thereof.

The successful bidder will be required to pay on

account of the purchase price, at the time of sale, the sum of \$50,000 in cash, and the sale will be subject to the terms and conditions of the aforesaid judgment. Dated January 81st, 1893.

BENJAMIN AYMAR SANDS,

BOBERT B. F. PEIRCE. Trustees and Special Masters. PLATT & BOWERS. AUGUSTUS L. MASON.

Attorneys for Trustees,

(Established 1850.) INDIANAPOLIS (Reorganized 1865. WHEN BLOCK, OPPOSITE POST OFFICE.

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RAILWAY TIME-TABLES. Indianapolis Union Station

Trains Run by Central Time. TICKET OFFICES at Station and at corner Illinois and Washington Streets. TRAINS BUN AS FOLLOWS:
*Daily. † Daily, except Sunday FROM INDIANAPOLIS TO LEAVE Columbus, Ind. and Louisville. *3:40 am
Philadelphia and New York. *5:00 am
Baltimore and Washington. *5:00 am
Dayton and Springfield. *5:00 am
Martinsville and Vincennes. *8:00 am
Madison and Louisville. *8:00 am
Richmond and Columbus, O. *18:00 am
Logansport and Chicago. *11:20 am
Dayton and Columbus. *11:45 am

VANDALIALINE TO ST. LOUIS AND From Indianapolis Union Station.

Trains leave for St. Louis, 8:10 am., 12:10 pm 10:45 am, 11:00 pm. Trains connect at Terre Haute for E. & T. H. points. Evansville sleeper on 11:00 pm train. Greencastle and Terre Haute Accommodation leaves 4:00 pm. Arrive from St. Louis 3:30 am, 4:50 am, 2:50 pm, 5:20 pm, 7:45 pm. Terre Haute and Greencastle Accommodation Sleeping and Parlor Cars are run on through trains.

MONDY ROUGH The Vestibuled

PULLMAN CAR LINE No. 32-Chicago Lim., Pullman Vestibuled coaches, parior and dining car, daily......11:35 am
Arrive in Chicago 5:20 pm.
No. 34—Chicago Night Ex., Pullman Vesti-Arrive at Indianapolis-No. 31—Vestibule, daily 4:20 pm No. 33—Vestibule, daily 3:35 am and at Union Station.

Sunday Journal, by mail, \$2 a Year